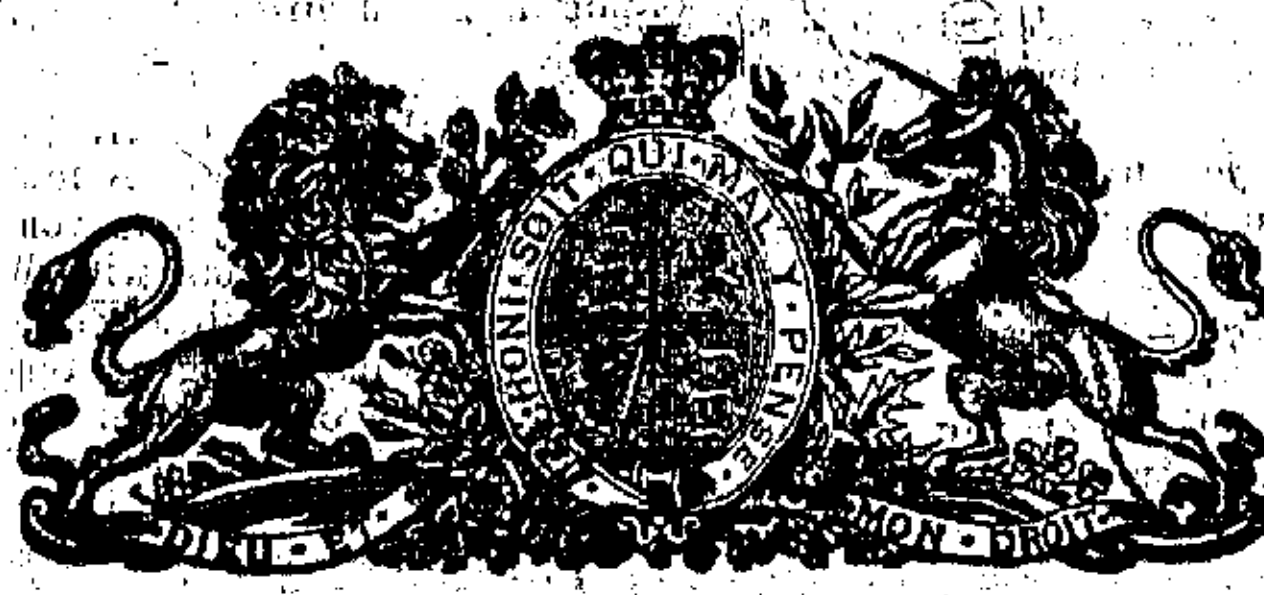


CHINA



MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4034.

號二月六年六十七百八千一英

HONGKONG, FRIDAY, JUNE 2, 1876.

日一十月五年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTT, 11, Holborn Hill, R. C. BATES, HENDY & Co., 4, Old Bailey, R. C. SAMUEL DRACON & Co., 159 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.

CHINA.—SWATOW, GURLOH & CAMPBELL, Amoy, GILES & Co., Foochow, HEDGE & Co., Shanghai, LANE, CHAWFORD & Co., and KELLY & Co., Manila, C. HENNINGSEN & Co., Macao, L. A. DE GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS, INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848, and BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 10,000,000 3,000,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENT.—144, Leadenhall St., E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 2 per cent. per annum on the monthly minimum balances, and on fixed deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.

Hongkong, May 14, 1876. jyl

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIOS, Esq.
Deputy Chairman.—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SARSON, Esq.
A. MAYER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager.

Shanghai, EYEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.
Hongkong, February 17, 1876.

Notices of Firms.

NOTICE.
WE have authorized Mr. HUGO LUBBER to sign our Firm at Foochow per procuration.

SIEMSEN & Co. jol5
Hongkong, May 15, 1876.

NOTICE.
I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON, Hongkong, January 1, 1876.

NOTICE.
MR. H. MUNSTER SCHULTZ has been authorized to sign our Firm per procuration.

WIELER & Co. Hongkong, June 1, 1876.

NOTICE.
MR. T. O. S. JENKINS is authorized to sign the name of our House at Foochow.

HEARD & Co. Hongkong, May 27, 1876. jol5

Notices of Firms.

NOTICE.
WE have Established branches of our Firm at Halphong and Hanol. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE.
MR. THEOPHILUS GEE LINTSEAD is authorized to sign our Firm in Hongkong and Canton.

FURDON & Co. China, June 1, 1876. jyl

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. C. RAY.
Bank Buildings, Hongkong, February 3, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS. 1, Club Chambers, Hongkong, April 20, 1876.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—
Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks, Black Silks.
Niagara Striped Muslins.
White Brilliantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes.

Embroidered Skirts.

Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.

Feathers and Flowers.

Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.,

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

Intimations.

SHIP'S COMPANIES AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

LOONG SHING & Co.,

DEALERS IN ANCIENT

CHINESE CURIOSITIES

AND

HOUSEHOLD FURNITURE,

No. 84, Wellington Street,

HONGKONG. [au24

NOTICE.

WHEREAS Pursuant to the Provisions of Ordinance No. 14 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the Exclusive Right to use within this Colony and its Dependencies, the Invention hereinafter mentioned, has, together with the Specifications and Declarations required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—

"The Petition of WILLIAM MACGREGOR SMITH, as Assignee of JAMES DUNCAN, for Improvements in the treatment and purification of Sugar and Saccharine Matters, and in the Apparatus employed therein."

Notice is hereby given, that His Excellency the Governor has appointed MONDAY, the 5th day of June, 1876, at 2 o'clock in the afternoon, for a Sitting of the Executive Council at the Office of the Government, for the purpose of entertaining the said Petition, and that at such Sitting of the Council, Application will be made for such Letters Patent as aforesaid.

Dated at Victoria, Hongkong, this 27th day of May, 1876.

W. H. BRERETON,

Solicitor for the Petitioner,

23, Queen's Road,

Hongkong, May 27, 1876. jol5

Intimations.

THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 23, 1876. ap28

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c. &c. &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. ff.

F. KRUPP'S CAST STEEL WORKS,

Essen (Germany).

Sole Agent for China,

F. FEIL,

HONGKONG, SHANGHAI, COLOMBO (Germany).

IN CONSEQUENCE OF THE REDUC-

TION OF THE PRICE OF THE

"SHANGHAI COURIER AND

CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ALTHUR KENNEDY,

Governor of Hongkong;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best

collection of Views, &c., of Amoy,

Formosa and all the different Chinese Ports.

Also, a large assortment of Photographic

Albums, Frames, Writing Cases, Desks and

many other ornamental and useful articles

too numerous to mention.

Hongkong, May 15, 1876.

NOTICE.

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our

Mr. W. DOLAN, this DEPART-

MENT will be CARRIED ON as hereto-

fore, under the Superintendence of Ex-

perienced FOREMEN, who have acted in

this capacity under Mr. Dolan for 13 years.

All Orders in this Branch of Business

will have our careful attention.

MACBETH, FRICKEL & Co.

Hongkong, June 1, 1876.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are

capable of DOCKING any size VESSELS

frequenting this Port, and executing any

Repairs required.

A large quantity of SPARS, LUMBER,

IRON, COPPER, YELLOW METAL, &c., &c.,

always kept in Stock at cheap rates.

Length of Dock, 455 Feet.

Breadth do., 92 "

Depth of Water, Springs, 24 "

do. do., Neaps, 21 "

The following Rates will be charged until

further notice:—

Recoopering, including Dockage, Shor-

ing, Labor, Fuel, Pitch, Tar and Oakum,

80 cents per Sheet.

Painting Iron Steamers, including Dock-

age, 2 Coats Paint and 1 Coat Tallow, 35

cents per Ton Gross Register.

Painting Iron Steamers, including Dock-

age, 1 Coat Paint and 1 Coat Tallow, 30

cents per ton Gross Register.

For further particulars, apply to

W. B. SPRATT & Co.,

9, Praya East.

Hongkong, April 20, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions to sell by Public Auction, on

SATURDAY,

the 3rd day of June, 1876, at No. 2,

Gough Street, at 2 p.m.,

The Elegant HOUSEHOLD FUR-

NITURE of a Gentleman leaving the

Colony.

Also,

A Semi-grand PIANO by JOHN

BROADWOOD & SONS.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars, weighed at 7.1.7.

J. M. GUEDES, Jr., Auctioneer.

Hongkong, May 29, 1876. jol5

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions to sell by Public Auction, on

MONDAY,

the 5th day of June, 1876, at 2 o'clock

p.m., at his Sale Rooms, Queen's Road,—

Sundry English and Colonial-made

HOUSEHOLD FURNITURE, &c.

Comprising—English-made Walnut

Tables, Mahogany Loo and Pembroke

Tables, Marble-top Toilet Tables, Vienna

Chairs, Chimney Glasses, Lamps, En-

gravings, Dinner, Dessert and Breakfast

Servants, Glass-ware, Marble Clocks,

Wardrobes, Chest of Drawers, Wash-

stands, Iron Bedsteads, Toilet Glasses,

&c., &c.

And,

An Invoice of Chromolithographs.

One Harmonium by Casavini & Co.

An Electro-plated Ballad Horn, by

Dislin, in case complete, with an extra

Crook (B Flat).

A first class Semi-grand Seven Octave

PIANO, in Mahogany Case, by Collard

and Collard, now on view at the Sale

Rooms.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of

description, at purchasers' risk on the

fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, May 29, 1876. jol5

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"GLAUCUS"

will be despatched on or

about the 5th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, May 31, 1876. jol5

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer

"GOLDEN CASTLE"

expected here on or about the

22nd Instant, will have imme-

diat dispatch for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Agents.

Hongkong, May 20, 1876.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S.

"THIBET"

will leave for the above place

about 24 hours after her arri-

val with the next English Mail.

A. McIVER,

Superintendent.

Hongkong, May 31, 1876.

STEAM TO YOKOHAMA.

The P. & O. S. N. Co.'s S.

Intimations.

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the Members of the above Society will be held at the CITY HALL, on TUESDAY AFTER-NOON (June 6th), at Five o'clock, for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing year. Members and others taking an interest in the Society are invited to attend.
CHAS. C. COHEN,
Honorary Secretary and Treasurer.
Hongkong, May 31, 1876.

To-day's Advertisements.

FOR NINGPO & SHANGHAI.

The Steamship "YANGTZE,"
K. SCHULTZ, Master, will be despatched for the above Ports TO-MORROW, Saturday, the 3rd Instant, at 2 p.m.
For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.
Hongkong, June 2, 1876.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS,"
Captain BURNS, will be despatched for the above Ports on TUESDAY, the 6th Instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.
Hongkong, June 2, 1876.

FOR MANILA.

The Spanish Steamship
"BUTUAN,"
will be despatched as above on THURSDAY, the 8th Instant, at Noon.
For Freight or Passage, apply to
H. KLAER.
Hongkong, June 2, 1876.

FOR BANGKOK.

The German Steamship
"FERONIA,"
Schultz, Master, will have quick despatch as above.
For Freight or Passage, apply to
Wm. PUSTAU & Co.
Agents S. S. Feronia.
Hongkong, June 2, 1876.

FOR NEW YORK.

The American Bark
"CHARLES A. LEARY,"
N. STEPHEN, Master, will leave here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1876.

FOR MELBOURNE & SYDNEY.

The British Bark
"VINDEX,"
Capt. PARKHOUSE, with a large portion of her cargo engaged, will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 2, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

LIZZIE, British bark, Captain John Inckay.—Broadbent, Anthony & Co.
MILTONIA, German bark, Captain Matzen.—Wm. Pustau & Co.
HOPE, British bark, Captain Boulton.—Gibb, Livingston & Co.
COMET, American ship, Captain William M. Bray.
BELVEDERE, British ship, Captain J. Brathwaite.
WODAN, German bark, Capt. Meyer.—Wm. Pustau & Co.
VINDEX, British bark, Captain John Parkhouse.
RUBICON, British bark, Capt. Tinsman.—Arnhold, Karberg & Co.
ZOROYA, British bark, Captain Geo. Scullott.—Gilmann & Co.
TAUNTON, British ship, Captain James Clark.
JOACHIM CHRISTIAN, German bark, Captain H. O. Reimer.—Wm. Pustau & Co.
WILLARD MUDGETT, American bark, Captain J. B. Dickey.—Jardine, Matheson & Co.
ACQUET, German brig, Captain P. Riis.—Eduard Schellhaus & Co.
EVELYN, British bark, Capt. Knowles.—Melchers & Co.

SHIPPING.

ARRIVALS.

June 1, F. H. DRELL, German bark, 623, W. Vorste, Saigon May 18, Rice.—Wm. Pustau & Co.
June 2, Humboldt, German bark, 830, 8101, Bangkok May 16, Rice.—EDWARD SCHULTZ & Co.
June 2, Douglas, British steamer, 864, Burnie, Fochow May 30, Amoy 31, and Swatow June 1, General.—DOUGLAS LAFAIR & Co.
June 2, Feronia, German steamer, 1080, K. Schultz, Bangkok May 26, Rice.—Wm. Pustau & Co.
June 2, Fly, H. M. gun vessel, 464, 4 guns, 120 hp, John Bruce, Singapore May 17.
June 2, Queensland, British steamer, 1487, Robert Craig, Sydney May 11, via Torres Straits, Coal.—Gibb, Livingston & Co.
June 2, Norma, British steamer, 808, Walker, Swatow June 1, General.—KWOX ACHONG.
June 2, City of Exeter, British steamer, 787, Gorley, Saigon May 27, Rice.—HOT KEZ.

DEPARTURES.

June 2, Deception, for Shanghai.
2, Stateman, for Fochow.
2, Yaso, for Coast Ports.
2, Hovsang, for Shanghai.

CLEARED.

Yangtze, for Shanghai.
Orkita, for Fochow.
Thermopylae, for Fochow.
Ferdinand, for Bangkok.

PASSENGERS.

Per Humboldt, from Bangkok 2 Chinese.
Per Douglas, Mr. G. Allen, and 32 Chinese.
Per Feronia, from Bangkok, 20 Chinese.
Per Queensland, from Sydney, 52 Chinese.
Per Norma, from Swatow, one European and 120 Chinese.
Per City of Exeter, from Saigon, 2 Chinese.

DEPARTED.

Per Deception, for Shanghai, Mr. S. Egan.
Per Yaso, for Coast Ports, 2 Cabin and 150 Chinese.
Per Hovsang, for Shanghai, 70 Chinese.

TO DEPART.

Per Lombardy, for Singapore, Dr. Bradley, B.N.; for Bombay, Mr. Tata; for Southampton, Capt. Stirling, B.N.; and servant; for Venice, Mr. and Mrs. Bird, Messrs. A. Morel, G. Whitfield, and Tiesonco.

SHIPPING REPORTS.

The German bark F. H. Drell reports: First part of the voyage fine weather and light southerly winds, last eight days from the Farocella to port strong N.E. winds with hazy weather.

The German bark Humboldt reports: From Pulo Obi until the 20th had light S.W. and S.E. winds, from the 20th until arrival strong Easterly winds and high turbulent sea.
The British steamer Douglas reports: From Fochow to Amoy experienced moderate N.E. winds and fine weather, Amoy to Swatow light variable winds and fine. Swatow to port, light N.E. and E. winds and cloudy weather. In Fochow—Mrs. Vanover, Glenfalia, Viking, Praemora, Castle, Montgomeryshire, Naples, MacGregor and Galatia. In Amoy—H.M.S. Mosquito, R. O. Fei Hoo, and Mrs. Ochoy, and Mrs. Atalanta, Olynthia, Hochung, Fochow, Namoa and Norma. Passed two steamers bound North at 9 p.m. of 1st June.

The German steamer Feronia reports: Experienced a very heavy gale on the 30th and 31st May from the N.W. and N.E. The British steamer Queensland reports: At 9 a.m. on the 11th May, passed Sydney Heads and at 3 p.m. on the 17th arrived at Cooktown. Left again at 8 p.m. on the 19th, passing up inside Barrier Reef, and arrived off Somerset at 8 p.m. on the 21st. Proceeded again on the morning of the 22nd, and at noon was off Booby Island, and Bird Island on the 26th. Passed through Manilla Straits into Malacca Passage on the 26th, through Banca Channel into Sulu Sea at midnight of the 28th, and through Mindoro Straits into China Sea on the 30th. Arriving at Hongkong to-day, the 2nd June. Through the Eastern Passage experienced light variable winds, between Mindoro and Pratas, moderate S.E. and Southerly winds with squalls and rain. From Pratas to Port light Easterly winds with passing showers.

The Brit. steamer Norma reports: Light N.E. winds and fine weather throughout the passage.
The British steamer City of Exeter reports: On Tuesday and Wednesday, the 30th and 31st, experienced a very heavy gale commencing at N.W. and gradually veering to round by N. to N.E. and E. with a very heavy confused sea. At 8 p.m. on the 31st weather moderated and on Thursday had moderate N.E. winds, which we carried to port.

CARGO.

Per Lombardy, for London, Tea 33,724 boxes, 9,347 half-chests, 1,550 chests, Haw Silk 55 bales, Pongee 29 bales, Silk Piece Goods 11 cases, Wool 86 bales, Merchandise 180 pkgs.; for Continent, Raw Silk 74 bales.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For NINGPO & SHANGHAI—
Per YANGTZE, at 1.30 p.m. To-morrow, the 3rd Inst.
For BANGKOK—
Per DANUBE, at 8.30 p.m., on Saturday, the 3rd June, instead of as previously notified.
For HAINAN (via CANTON).—
Per H. I. M. S. SHEN CHI, at 7.30 a.m., on Wednesday, the 14th June, instead of as previously notified.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet LOM-BARDY, will be despatched with the Mails for Europe, &c., on SATURDAY, the 3rd June.
The following will be the hours of closing the Mails, &c.:—
Friday, June 2, 5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.
Saturday, June 3, 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra postage until
11 a.m., when the Post Office Closes entirely.

11.30 a.m. Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 a.m., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.

General Post Office,

Hongkong, May 28, 1876.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet AMAZON will be despatched on SATURDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Socor, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Pay to Galle only*, they will go on from Galle as unpaid.
ALFRED LISTER,
Postmaster General.

General Post Office,

Hongkong, May 27, 1876.

General Memoranda.

MONDAY, June 5:—
2 p.m.—Sale of Household Furniture at Mr. J. M. Armstrong's Sale Rooms. Glacius leaves for London on or about this date.
Goods per Ajaz undelivered after this date subject to rent.

TUESDAY, June 6:—
Noon.—Douglas leaves for Swatow, Amoy and Fochow.
5 p.m.—Meeting of the Hongkong Humane Society at City Hall.
Goods per Anadyr undelivered after Noon, subject to rent and landing charges.

THURSDAY, June 8:—
Noon.—Butuan leaves for Manila.
Goods per Deception undelivered after this date subject to rent.

FRIDAY, June 9:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

THURSDAY, June 15:—
3 p.m.—American Mail leaves for Yokohama and San Francisco.
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer Belgic leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Yangtze leaves for Ningpo and Shanghai.

Goods per Karo undelivered after this date subject to rent.

Auctions.

2 p.m.—Sale of Household Furniture, at No. 2, Gough Street.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES,
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potash Water, Sarsaparilla Water, and other Aromatic Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JUNE 2, 1876.

As in his report on Hoihow, Dr. Dennis commences that on Hoihow with a few remarks respecting the navigation down to it from Hongkong. These, however, are not an important feature in the report, and we shall content ourselves in regard to them by observing that, while the English charts of the coast line appear to be sufficiently correct, those of the river are as yet imperfect; but Dr. Dennis says that the results of the French surveys of the port, which are very accurate, will doubtless shortly be published by our own hydrographic department. The subject of pilotage is not dealt with, and then we come to the more important one of anchorage. It is satisfactory to observe that Hoihow occupies a far better position in this respect than Hoihow. Instead of having to lie more than two miles from the shore, as at that port, vessels at Hoihow drawing fifteen or even twenty feet can comfortably anchor in mid-channel about a quarter of a mile from the shore, and abreast of a creek communicating with the main river upon which (some 150 miles distant) Hanoi, the capital, is situated. At low water the channel is only about the fifth of a mile in width. As any one acquainted with the weather in these seas might expect, typhoons occasionally visit Hoihow, doing much damage to the country round, and heavy squalls from the N.W. at times visit the anchorage, but the port has been opened such a short period that it has not yet been ascertained from experience whether vessels fitted with European ground tackles would suffer. Most necessities in the way of supplies to ships can be easily obtained. The river banks being low and of soft mud, the only landing-places properly so called are four wooden jetties in the Customs' Creek, two on either side. The cargo-boats are of native Annamite build, and are constructed of plaited bamboo pitched on the inside, and with a keel, and are therefore incapable of

carrying very heavy cargoes. The ordinary pay given by the French Government to a coolie labourer is ten cents per day, and lumper coolies get a little more.

But, little signs of trade activity are visible at Hoi-phong. A few of the sharp-bowed Chinese river junks from Yunnan show that some trade is done with Western China, and suggest possibilities which may, some day, make Hoi-phong an important settlement. Ten or a dozen Hongkong and Pak-hoi junks represent the average business done in those directions, there seldom being more than the number mentioned in port at one time.

A Chinese stevedore is usually employed to superintend the transhipment or stowage of cargo. There being no godowns on shore, or indeed any safe place for storage, except at the Customs House, cargo destined for Hanoi is, as a rule, either put direct into the boats which take it up the river, or taken by cargo-boats to the steam-launch which plies weekly between Hoi-phong and the Capital.

Hoi-phong, as a place of trade, is of but slight importance in native estimation, the only resident Mandarins of any standing being those attached to the Customs. As some of the approaches to the Capital, mandating the approaches to the Capital, however, it has been strongly fortified, two forts, as will be seen by the map, being advantageously placed to prevent vessels from passing. These are now in the occupation of the French, being held by them until the indemnity money, due to France and Spain, has been paid out of the Customs' dues, or from other sources. The Hoi-phong known to foreigners consists, in general terms, of two small villages situated on the left bank of the Customs' creek, together with a few wattle huts on the opposite side. The villages are composed of small and uncleanly cottages, built of bamboo, plastered with mud, and in some cases whitewashed. The streets, if they can be so termed, were, until lately, impassable to Europeans, when cleanliness was an object, but the French authorities have recently succeeded in making them somewhat more decent, by mending with the mud, and covering the surface with broken granite. Many of the huts are two or three feet below the level of the roadway, and are under water during heavy rains. The only shops are those kept by French and Chinese residents. The population of the villages known as Hoi-phong, together with those living in boats, is variously estimated the average placing it at 9,000. The foreign population is—Chinese 850; French civilians 22; soldiers and marines 120; Greeks 7, and 1 Austrian; total 1000.

In regard to the prospect of trade, until permission is given by the Annamite authorities to export rice, but little export trade can take place from Hoi-phong. From September 1875, when the port was opened for trade, to April 1876, but three foreign merchant steamers, all under British colours, and three sailing vessels, all under German colours, visited Hoi-phong, the whole of them arriving from Hongkong. The French foreign settlement extends from about a mile along the river side.

Hanoi, the capital of Tonquin, and now the headquarters of French influence in the country, occupies the position of a centre of commerce, Hoi-phong being merely, in a commercial sense, a place of anchorage for vessels. By the most direct water route, the distance between Hanoi and Hoi-phong is about sixty miles, but as the water in this channel is frequently too low to float even the lightest draft boats, the usual route is by the main river, which extends the journey to about 150 miles. The enormous rise of the upper waters during the rains renders both channels equally available for a short period in each year, but as the height subsides as rapidly as it increases, the main stream still remains the usual means of communication under ordinary circumstances. This latter lies through the Tai Bing canal and Red river, upon the banks of which latter Hanoi lies. It is very intricate, and the sands which abound in its course, are at times impassable.

Vessels drawing only six feet can, however, generally manage to get up the depth at low water varying from 3 fathoms to 2 fathoms. The steam-launch owned by Messrs. Landstein & Co., the City of Whampoa, runs up and down once a week, an opposition steamer (above mentioned) having very lately started also. One large town very is passed on the way up, as is also a native Customs' station. The traffic, however, does not appear to demand much attention from the latter, being almost nil, except as regards the minor articles carried in native boats. The appearance of the natives passed on the way up is unimpressive, as they look more like savages than subjects of a semi-civilized power. Hanoi is a city of some importance, it having formerly been the Royal City, or Capital, of the Kingdom of Annam, prior to its subjection to the King of Annam. It is situated on the left bank of the river, and is said to contain about 60,000 inhabitants, exclusive of from 2,000 to 3,000 Chinese, and some 170 Frenchmen. The distance to which it forms the Capital, is computed to contain some 200,000 Chinese, and a estimate which, if accurate, says that the buildings of Hanoi present a marked contrast with those of Hoi-phong. The houses are mostly built of brick, and are narrow, but very deep. The principal merchants are Chinese, the Annamites keeping the smaller shops, and filling all positions requiring manual labour. The chief trade of the place is in Silk, though Opium, or Annamite (spurious) Gambier, is in great request by the Chinese for export. Tin comes down from Yunnan, but owing to the very insecure state of the river, which is infested by "Black-dog" and other rebels and pirates, the amount which reaches Hanoi is not very large. At Hoi-phong, the foreign concession is situated on the South bank of the river, but is much larger in size, while the buildings on it are far advanced towards completion.

The import trade as yet has been insignificant, the few foreigners doing business dealing almost exclusively in wines, stores, &c.

Of Grey Shirtings and T. Cloths, about 100 bales of each of the better-known descriptions appear to find their way to Hanoi, and it seems probable that there will, in time, spring up a fair demand for these goods, though native silk goods are cheap. In the opinion of resident Europeans, there

will also be an opening for their Woollen Goods of the cheaper sorts during the winter months. Several foreign marks of T. Cloths, Shirtings, and Black Cottons, much the same as those seen at Hoi-how, are to be seen in the Chinese shops, but the average scarcely exceeds two bales per shop, and these come in junks and boats from Pak-hoi. About 20 houses import foreign goods, of which some 7 or 8 are of importance.

The import duties are clearly defined in the agreement between France and Tonquin, but the squeezing and peacocking, so common in China, pervades also the Annamite system, and some cases of atrocious oppression have been reported. The inland duties are exorbitant, and those upon exports still more so.

The export duties are, by treaty, 5 per cent ad valorem on all goods exported from either Hanoi or Hoi-phong, but the Annamite authorities have ingeniously managed to render this agreement, to a great extent, nugatory, by imposing excessive duties on everything brought to either port for shipment from the adjacent places of production. In addition to this, much heavier duties are levied than the treaty authorities.

Table of the exports from the opening of the port on the 15th September 1875 to the 23rd March 1876, and from the 24th March to the 12th April last, are given. The chief articles exported during the latter brief period were Spurious Gambier (1,310.60 piculs); Lacquer Varnish (947.34 piculs); Medicines (723.23 piculs); Stick Lac (427.71 piculs); Tin (421.54 piculs); Mushrooms (138.68 piculs); Nutmegs (127.79 piculs); Rice Powder (103.18 piculs). Cholera occasionally visits the province, but it does not appear to be an established epidemic. As in all low-lying localities, fever at times attacks new-comers, but nothing could be heard beyond an assertion that either Hoi-phong or Hanoi are more unhealthy than, say, Shanghai.

Minerals of all sorts are said to abound in Tonquin, while tin is also brought down from Yunnan. Coal mines are situated at from 5 to 6 miles from Hoi-phong, and, like others in the province, were formerly worked. The natives speak of iron and copper mines in various localities, but as in Hainan, the Mandarins as yet refuse to allow them to be touched. If a foreign company, backed by the French authorities, were started to work the coal mines near the mouth of the Bac-mai river, there can be little doubt, that the enterprise would prove remunerative. Foreign ships or boats could get to within a short distance of the spot, and thus diminish the cost of transport. Experiments have been made with the surface coal found in this locality, the result of which has been to show that, when picked, it is well adapted for steam purposes, though, if used as it comes from the mine, it contains a large proportion of rubbish.

Judging merely from the two reports before us on Hoihow and Hoi-phong respectively, we think it will be unhesitatingly admitted that the prospects of trade at the latter place are far better than those at Hoihow. It is true that neither Hoi-phong nor Hanoi appear to be towns in which science, art or literature has yet been extensively patronized,—in fact, the former place is described as being filthy and squalid in the extreme, even for a native town in the Far East—but still the navigation to the place does not seem to be beset with so many difficulties as it is to Hoihow, and, what is far more important, the anchorage at Hoi-phong may be described, comparatively speaking, as very good. The questions of anchorage and the navigableness of the river leave others far behind in importance here. Nobody expects that the manufactures of either Hoi-phong or Hanoi will ever be so successfully the fetching, but these places derive their importance from being situated on the natural trade routes of some vast provinces, which are known to be rich in productions, Yunnan for example. Some remarks are made at the close of the report respecting the route to Yunnan via Hoi-phong and Hanoi, and as this is a subject of considerable interest for several reasons, we conclude this notice by quoting them in extenso:—

The route has been traversed by a portion of M. Dupuis' expeditionary force, but involved the use of very light-draft boats, while, at times, even these were detained by the numerous banks and shoals. Native communication is carried on in light-draft riverboats, with sharp bows and flat bottoms. The outskirts of the Yunnan province have, for a considerable period, been in the possession of Chinese rebels, who are at one time waging war against the Chinese authorities, while at another fighting Annamite rebels for Annamite pay. These "Black dog" mercenaries, as they are termed, are frequently to be seen in Hanoi; they are a reckless bold-looking set of men, and swaggar about armed with double-barrelled pistols, in a way that warns peaceable people to avoid them. At the end of March just past, a Chinese General with a coral button, and in command of the Kwang-ni mercenaries, numbering some 3,000 men, visited Hanoi with an escort of 400 braves, and reported that he had gained important victories over the rebels infesting the river, and had driven the remnant into the mountains. How far this account was true, is, of course, uncertain. The French Consul at Hanoi intends to go to Yunnan as soon as a suitable steam-launch, which he expects to arrive shortly, is at his disposal. He has not hitherto made the trip, as the Annamite authorities plead inability to protect him against the attacks of the banditti.

The only trade as yet attempted with Yunnan has been in arms, but the people are reported to be anxious to obtain muskets of foreign Cotton and Woollen Goods, and there appears to be a well-founded belief that at no very distant period large transactions in such articles will take place. The residence of any one attempting to establish such a business must be at Hanoi, which will itself also, in all probability, give a fair field for enterprise.

THE SPIRIT OF THE MORNING PRESS.

The Press notices the report prepared by the Secretary of the Hongkong Chamber of Commerce on the newly-opened port of Hoi-phong.

THE HONGKONG NATIVE PRESS.

The Chinese Mail says the Chinese emigrants are despised wherever they go. The Chung Ngai Sun Po gives a list of ancient rulers of foreign countries and the circumstances under which they left the throne.

The Universal Circulating Herald has no editorial in this issue.

LOCAL AND GENERAL.

It is stated that the P. & O. Co.'s steam-tender *Scada* will leave shortly for Fochow, where she will be engaged in towing.

We are requested to state that the Criminal Sessions will be resumed to-morrow at 10 a.m., and that Jurors will have to attend.

The following vessels have gone to the Cosmopolitan Dock:—British ship *Caroline*, British bark *Zoroja*, British brig *Victory*, and Spanish brig *San Lorenzo*. The Spanish steamer *Butuan* has gone to Kowloon Dock.

We have to acknowledge with thanks receipt of Sydney files from the Captain of the *Queenland*, with dates to 11th May. On the 5th May, there left Newcastle (N.S.W.) *Sir Lancelot*, ship, Epbourne, for Hongkong, with 1,190 tons coal; *Lady Turner*, bark, Vincent, for Singapore, with 680 tons coal, 6 tons coke; *Marja Yeast*, bark, Daw, for Manila, with 600 tons coal. The bark *Alexander Newton*, Newton, left the same port on the 9th for Chefoo, with 422 tons coal. The *Louise* was to leave Melbourne for Hongkong on an early day.

Powdered ginger and snuff have their value when used for legitimate purposes, but we saw them used in rather a questionable manner this morning. A coolie having been seized with a fit in Wyndham Street, one sympathizing countryman freely lubricated the poor fellow's face with the first article, while another, finding that the remedy was not as efficacious as could be wished, introduced a quantity of snuff up his nostrils by the aid of a bamboo. The man was soon afterwards carried off in the police ambulance, so that we had not the opportunity of observing whether the second remedy was successful or not.

A very pleasant entertainment was given last evening by Major Emerson and the officers and ladies to the children of the 28th Regiment at the Gymnasium ground, Murray Barracks. His Excellency Sir Arthur Kennedy and the Ladies from Government house, with a few others, were present. Tea was served in tents, when the magnificent cake, sent in by the Governor, was cut up, the fine Pagoda ornament being awarded by Major Emerson to the biggest girl, a distinction which seemed to be highly prized by this handsome "daughter of the regiment."

After tea a variety of games were improvised, in which several of the officers who distinguished themselves at the late athletic sports assisted. For the long pull, strong pull and pull altogether—or "French and English," as it used to be called—the boys were carefully and equally divided: the Revd. W. H. Baynes taking one side, and the Revd. Father Longo the other. The struggle was most interesting, the little fellows digging their heels into the ground, and pulling as if for very life; at length after a hard time for both sides the Priest was overthrown, and Protestantism triumphed! Then came broadsword exercise with bamboo canes, in which the lads showed very fair proficiency—the girls also being put through their drill. It was very pleasing to notice the gentle and nice behavior of the boys and girls, and this must be in measure owing to the admirable arrangement of their being educated together. It is quite evident that the school-master is an object of affection as well as of fear.

After these exercises came part singing and recitations; "the burial of Sir John Moore" being admirably given by one of the boys, and "Casabianca" by one of the girls in a very touching manner.

By the care and forethought of the ladies every child had been provided with a sun hat, and the Governor remarked that all their clothes appeared as if made by the same hand. It may be said, a little treat of this kind is nothing so very remarkable, and is hardly worth public notice. It is however, noteworthy on account of its rarity. It frequently happens in Hongkong that, from the effect of the climate or from other causes, military ladies are quite enough to do without devoting themselves to the women and children of the Regiment. More than this, in times gone by, it is well known that other objects than the health, happiness and comfort of the men have occupied the thoughts, money and attention of those upon whom they were dependent, and from this cause, in a great degree, has arisen the most unfair character which has attached to the Hongkong climate in military circles. Had the comfort of the soldiers been more looked after, the orderlies been provided with umbrellas, and the children with sun-tops, and the regiments, as a whole been kept out of the sun, and the men had the sympathies of their officers in past years, the death rate would not have been one half of what it was. It is really delightful to find amongst the youthful officers and ladies of H. M. 28th Regiment so much of true military and gentle civil philanthropy.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, FRIDAY, 2ND JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Abbotsford	5 c	Patterson	Brit. str.	649	May 30	Jardine, Matheson & Co.	Manila	K'loong Dock
Altona	4 c	Müller	Ger. str.	1179	May 30	Wm. Pustau & Co.		
Batuan	4 k	Fremoya	Span. str.	257	May 30	B. Klor	S'apora and Penang	
Cassandra	4 k	Langer	Ger. str.	947	May 30	Wm. Pustau & Co.		
Cleopas	3 h	Dryden	Brit. str.	983	May 30	Adamson, Bell & Co.		
Columbian	5 c	Alderton	Brit. str.	1417	May 30	P. & O. S. N. Co.	Bangkok	To-morrow
Cyphrenea	5 c	Wood	Brit. str.	1280	May 30	Adamson, Bell & Co.	Shanghai	To-day
Danube	3 h	Clanchey	Brit. str.	561	May 30	Yuen Fat Hong	Coast Ports	
Deucalion	5 h	Burnie	Brit. str.	1639	May 30	Butterfield & Swire		
Douglas	5 h	Schultz	Ger. str.	864	June 1	Douglas Lapraik & Co.		
Feronia	4 c	Diokrie	Brit. str.	1539	June 1	Wm. Pustau & Co.		
Glamis Castle	4 c	Hutchinson	Chi. str.	800	June 1	Adamson, Bell & Co.	Shanghai	To-day
Howwang	5 k	Gillson	Brit. str.	1726	June 1	O. M. S. N. Co.	S'apora and Bombay	To-morrow
Lombardy	5 c	Shellard	Brit. str.	1050	June 1	P. & O. S. N. Co.		
Malacca	4 k	Johnson	Brit. str.	687	June 1	P. & O. S. N. Co.		
Mecca	3 k	Moore	Brit. str.	3030	June 1	Gilman & Co.	Saigon	To-day
Mikado	3 h	Butlin	Brit. str.	1137	June 1	Wm. Pustau & Co.		
Orchis	5 h	Lopez	Span. str.	107	June 1	Remedios & Co.		Laid up
Pastig	4 k	Clarke	Amer. str.	280	June 1	Ang. Heard & Co.		
Pawtuxet	6 c	Hormascher	Span. str.	921	June 1	Order	Manila	
Riga	3 c	Hormascher	Span. str.	615	June 1	Remedios & Co.	Foochow	To-day
Salvadora	5 c	Valiant	Brit. str.	1209	June 1	Jardine, Matheson & Co.	Yokohama	Mails
Statesman	4 k	Lee	Brit. str.	1029	June 1	P. & O. S. N. Co.		
Sunda	7 k	Rice	Brit. str.	2000	June 1	Jardine, Matheson & Co.	Shanghai	
Vasco de Gama	5 c	Schultz	Brit. str.	783	June 1	Siemssen & Co.	Coast Ports	To-morrow
Yangetze	5 h	Punchard	Brit. str.	559	June 1	Douglas Lapraik & Co.		Repairing
Yesso	2 h		Brit. str.	324	June 1	Kwok Acheong		
Yottung	2 h		Brit. str.	324	June 1			
Sailing Vessels								
American Lloyd	4 k	Park	Amer. bge.	510	May 21	Vogel, Hagedorn & Co.	San Francisco	
Anna	4 k	Jessen	Ger. bge.	448	May 21	Wm. Pustau & Co.	San Francisco	
Annie Fish	3 c	Hiffes	Amer. sh.	1496	April 23	Russell & Co.		
August	4 k	Riis	Ger. bg.	274	May 23	Eduard Schellhaas & Co.	Manila	
Belted Will	3 c	Branthwaite	Brit. sh.	812	May 23	Vogel, Hagedorn & Co.		
Bua-Pan	2 c	Möller	Siam. sh.	676	May 19	Kin-tye-loong	London	
British Crown	7 h	Andrew	Brit. bge.	448	April 27	Meyers & Co.	Cebu	Cos'tan Dock
Caroline	...	Turnbull	Brit. sh.	937	May 15	Borneo Company	Newchwang	
Charles Maureau	4 k	Quatrous	Foh. bge.	368	May 24	Landstein & Co.		
Chas. C. Leary	3 c	Stephen	Amer. bge.	644	April 20	Carlowitz & Co.	Keelung	
Chateaubriand	3 k	Hervé	Foh. bge.	384	May 20	Carlowitz & Co.		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 8	Chinese		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Order	San Francisco	
Comet	4 c	Bray	Amer. sh.	1157	April 23	Russell & Co.	London	
Commissary	8 h	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	Foochow	
Crested Wave	1 c	Renouf	Brit. bge.	345	May 17	Douglas Lapraik & Co.		
Daylight	2 h	Redemaker	Siam. bge.	447	May 17	Kin-tye-loong	Haiphong	
Deutschland	3 c	Tilman	Ger. bge.	269	May 18	Arnold, Karberg & Co.		Repairing
Dora	1 c	Luzarango	Span. bg.	322	May 13	H. Kier		
Emma	3 c	Gran	Ger. bge.	340	May 13	Wm. Pustau & Co.		
Evelyn	8 c	Knowles	Brit. bge.	762	May 31	Melchers & Co.		
F. H. Drews	2 c	Vorantz	Ger. bge.	623	June 1	Wm. Pustau & Co.	Manila	
Fasan	...	Sandberg	Norw. bge.	290	May 28	Vogel, Hagedorn & Co.	Bangkok	
Ferdinand	3 k	Westergaard	Ger. bge.	416	May 20	Melchers & Co.	London	
Hope	4 c	Boulton	Brit. bge.	464	April 29	Vogel, Hagedorn & Co.		
Humboldt	4 k	Stoll	Ger. bge.	330	June 2	Eduard Schellhaas & Co.	Cebu	
Iphigenia	4 c	Matzen	Ger. bge.	464	April 24	Wm. Pustau & Co.	London	
J. H. Jensen	4 c	Rasmussen	Ger. bge.	275	May 2	Arnold, Karberg & Co.		
Joaquins y Anna	4 c	Man	Amer. sch.	40	May 27	C. P. Holcomb	Newchwang	
Joachim Christian	4 c	Reimer	Ger. bge.	457	May 18	Wm. Pustau & Co.	Manila	
John Milton	7 c	Murphy	Brit. sh.	618	May 22	Russell & Co.		Cos'tan Dock
Kate Tatham	...	Mackenzie	Brit. bge.	276	May 12	Carlowitz & Co.		
Kronprinzessen	3 c	Hamin	Dan. bge.	344	May 23	Eduard Schellhaas & Co.		
Lord Macaulay	7 c	Monkman	Brit. bge.	879	May 29	Captain		
Lucie	2 c	Colberg	Siam. bge.	432	May 15	Lack Mae & Co.	San Francisco	
Lycka Till	2 h	Kinsel	Ital. sh.	1015	May 18	Thos. Howard & Co.		
Marie Alfred	3 c	Leclerc	Foh. bge.	309	May 30	Landstein & Co.	Malbourne & Sydney	
Marquis of Argyll	2 k	McKeon	Brit. bge.	500	April 10	Rozario & Co.		
May	7 c	Plumley	Brit. 3m. sc.	237	May 19	Olyphant & Co.		
Minna	8 c	Thuren	Ger. bge.	456	May 11	Wm. Pustau & Co.	Tientsin	
Mount Lebanon	1 h	Hall	Brit. 3m. sc.	530	April 23	Rozario & Co.		
Nantiles	3 k	Blocky	Brit. bge.	242	May 27	Eduard Schellhaas & Co.		
Northern Chief	4 k	Brown	Brit. bge.	392	May 31	Melchers & Co.		
Oceanus	8 c	reckwoldt	Ger. 3m. sc.	335	May 19	Siemssen & Co.	London	
Otter Caps	8 c	Morday	Brit. bge.	682	May 8	Arnold, Karberg & Co.		
Papa	8 h	Paasch	Ger. bge.	780	May 11	Siemssen & Co.		
Paradies	4 c	Thurle	Ger. bge.	546	May 29	Wm. Pustau & Co.		
Peiho	4 c	Christiansen	Ger. bge.	250	May 29	Arnold, Karberg & Co.		
Rebecca	3 c	Bundgaard	Ger. bge.	408	May 23	Wm. Pustau & Co.		
Rota	7 c	Hansen	Dan. sh.	882	May 8	Jardine, Matheson & Co.	Mailla	Cos'tan Dock
San Lorenzo	4 c	Pico	Span. bg.	220	May 14	Remedios & Co.		
Scotland	4 c	Holcomb	Amer. sch.	78	May 27	Captain	San Francisco	
Swallow	2 c	Hows	Amer. sh.	1239	April 28	Order	Touron	
Taunton	3 c	Clark	Brit. sh.	638	May 18	Siemssen & Co.	Foochow	about 31st
Thermopylae	8 h	Matheson	Brit. sh.	948	May 11	Adamson, Bell & Co.		
Titan	8 c	Berry	Amer. sh.	1226	May 19	Messageries Maritimes	Tientsin	
Vesta	4 k	Dirks	Ger. bge.	302	May 21	Melchers & Co.		Cos'tan Dock
Victory	4 k	Whiting	Brit. bg.	265	May 22	Yuen Fat Hong		Repairing
Vindex	1 h	Parkhouse	Brit. bge.	290	May 3	Landstein & Co.	San Francisco	10th prox.
Wealthy Pendleton	1 c	Blanchard	Amer. bge.	809	Mar. 30	Vogel, Hagedorn & Co.	Honolulu	
Willard Mudgett	3 c	Dickey	Amer. bge.	875	May 15	Wing Wo Yuen		
Willie	1 h	Badenoch	Brit. 3m. sc.	274	May 20	Arnold, Karberg & Co.	S'pore & Mauritius	
Wodan	3 k	Mayer	Ger. bge.	439	May 7	Meyer & Co.		Cos'tan Dock
Zoroya	...	Sealott	Brit. bge.	383	May 13	Gilman & Co.		
WHAMPOA								
Cap Horn		Green	Ger. bge.	401	May 23	Wm. Pustau & Co.	Tientsin	
Charité		Hervé	Foh. bge.	355	May 25	Carlowitz & Co.	Tientsin	
Lizzie		Inokyo	Brit. bge.	385	May 17	Broadbear, Anthony & Co.	Tientsin	
Rubicon		Timsan	Brit. 3m. sc.	204	May 23	Arnold, Karberg & Co.	Chefoo	
CANTON								
Fuyew		Crood	Chi. str.	920	June 1	O. M. S. N. Co.	Shanghai	
Ningpo		Rayner	Brit. str.	761	May 30	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1380	6	400	May 21	Kühne
Cyclop	6 c	German	gunboat	360	6	80	May 11	Von Reiche
Flamar	7 h	British	aux. naval hospital	2200	19	400	May 13	D. M. Insp. Gen. Morgan.
Hertha	7 c	German	corvette	461	4	120	May 16	Knorr
Hornet	6 h	British	gun vessel	638	6	500	April 20	Hippisley
Kearsarge	6 c	American	corvette	462	4	100	June 1	F. V. McNair
Kestrel	6 c	British	gun vessel	2591	...	...	...	C. B. Theobald
Messene	6 k	British	military hospital	1405	14	350	June 1	Capl. Becker
Modeste	6 c	British	corvette	464	4	120	May 15	Alex. Buller
Thistle	6 k	British	gun vessel	3087	2	...	...	Francis Stirling
Victor Emmanuel	6 k	British	Commodore's flag ship	1800	19	400	May 31	Commodore Watson
Vindex	6 c	German	corvette	410	3	283	May 19	Count Monte
Yanli	6 h	American	gunboat	308	...	...	April 18	R. S. McCook
At Canton								
Palat		American	gunboat	308	...	...	April 18	W. R. Bridgeman

FOOCHOW SHIPPING IN PORT.

May 27, 1876.

Braemar Castle	for London
Galatea	for London and H'burg
Glenfinlas	for London
MacGregor	for London
Montgomeryshire	for London
Tokatea	for Shanghai
Viking	for London
Wagrien	German schooner
Yang Woo	Chinese corvette
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

May 26, 1876.

Adon	Chinese
Amazona	French
Appin	British
Bairak	Russian

MERCHANT STEAMERS.

Fire Queen	American
Foochow	British
Formosa	British
Fusiyama	American
Glaucus	British
Honan	American
Klango	American
*Lombardy	British
Nagoya Maru	Japanese
Plymouth Rock	American
Shanse	American
Szechuen	American
Szechuen	...

MERCHANT SAILING VESSELS.

Adler	German barque
Bethany	British barque
Black Ador	British ship

* Since left port, or arrived at Hongkong.

Ceres	for New York
Cuba	British barque
Diamant	German barque
Ellen	British barque
Ellen Browne	British barque
Francis Lewey	American barque
Hilda	British barque
Maid of Judah	British barque
Raymond	British brig
Rita	Spanish barque
Windhover	for London

MEN-OF-WAR.

Abreck	Russian corvette
Charybdis	British corvette
Immortalité	British frigate
Monceoy	American corvette
Narcissus	British frigate
Newcastle	British frigate
Surprise	French gunboat
Topaze	British frigate

